

Macomb Bypass Informational Meeting

Public Comment Summary

	Stated Preference	General Response
	NW	Positive
	NE	Negative
	S	
	No Build	
Favors NW Bypass because she believes main traffic flow is SW to N. NW-2 & -3 would effect only 1 subdivision, and would "lend more visibility" to Spring Lake Park. Realizes that no matter which direction is selected, people will be displaced.	+	
Opposed to S-1 & -2 - passes through northern portion of his property, and they are in final stages of building a new house. The exhibit incorrectly shows owner as "Gano Clark," near the intersection of BS0E and 900N (between Colchester & Macomb).	-	
Favors Bypass (doesn't specify corridor), but only after "connecting" highways are also under construction. Urges use of sound reduction elements if S Bypass is chosen.		X
Bypass is not needed, and a waste of tax money. Feels through-town improvement is sufficient. If "you insist" on building a bypass, prefers that NE be built first, then S bypass.	M	M
Believes Quincy is most "avid" supporter of the NW Bypass. States that the NW Bypass is "potholes" vs. common sense. States that the NE Bypass will be built "this has been decided."		M
Herry property. Favors S Bypass as least "environmentally damaging", and will serve commercial interests the best.	- + +	
Opposes NW-1 as it will immediately abut his property. [IDOT sent written response 12/9/87]	X	
Total of Responses: 29 For 7 Against 15	16 35 3	7 5

1 + = For, - = Against

2 Duplicate preferences

Page 5 of 6

12/14/97

Index

Meetings : November 5, 1997, in Macomb, and November 6, 1997, in Carthage

Name	Item No.	Name	Item No.
Axley, Stephen	19, 25		
Barklay, Roger L.	7		
Bradford, Jim & Lorie	51		
Bricker, Ronald C.	34, 49		
Chamberlain, Richard	4		
Chenoweth, Sharon	15		
Collins, Edward M.	27		
Corson, John	6		
Covey, Frank	18		
Cummings, Thomas & Linda	43		
Cunningham, Cathy	18		
Diehl, Virginia	31		
Early, Cathy	33		
Early, Cathy	45		
Franks, Edwin	9, 24		
Gardner, Hal	2		
Gessner, Robert V.	12, 28		
Habben, Rudy	50		
Hart, Richard	5		
Hassan, M.H.	30		
Henry, Alice	10, 23, 35		
Henry, Bob	8, 22, 36		
Hermann, George W. & Mary	37		
Hillyer, Geri	21		
Howe, Tim	17		
Jacobs, Bill	47		
Lindahl, Tim	39		
Marshall, Sue	1		
Mason, Dale & Wilma	26		
Morey, Robert	38		
Ovitt, Margaret	14		
Palm-Gessner, Catherine A.	11, 29		
Robb, Walker	32		
Standard, Bill	13		
Thompson, Harold	20		
Tillotson, Richard	46		
Traser, Scott	3		
Wade, David	41		
Walker, Dana	40, 48		
Williams, Carolyn	44		
Zoerink, Dean A.	42		

Minutes of Coordination Meeting with the Property Owners of
Hidden Hills and Scotland Glen Subdivisions
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
MACOMB AREA STUDY
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

March 12, 1998

Participants: IDOT - Annette Mills, Dave Clark, Tom Lacy, Paula Green

Hidden Hills and Scotland Glen Subdivision Property Owners - see attached
attendance sheet

On March 12, 1998, a meeting was held at the Wesley United Methodist Church in Macomb. Those in attendance are listed on the attached attendance sheet. The purpose of the meeting was to present preliminary study information about the Macomb Area Study and to discuss property owner concerns in regard to the preliminary bypass locations. Following is a summary of information presented and discussed by meeting participants.

Annette Mills began the meeting by defining the purpose which was to present preliminary information on the Macomb Bypass Study in addition to the schedule of future project events. Annette stressed that all individual public input on the project is considered and responded to, but input by elected officials is weighted more heavily due to the fact that these individuals are elected to represent the view of the populous.

In regard to representation several homeowners expressed concern that their opinions were not being considered by the City of Macomb because they reside outside the city limits in McDonough County. The City has sent out a questionnaire on bypass location preference for City residents only and is intending to provide a preference of bypass location to IDOT. Annette Mills responded that the County residents could contact their County Board to represent their views. The decision on a preferred bypass location will be made by IDOT based on environmental impacts, cost, traffic, local road impacts, engineering features, public and elected official input, as well as other associated impacts. The preferred alignment location will be presented at a public hearing tentatively scheduled for late Summer of 1999. Currently, additional aerial survey information along with environmental studies are being performed to further define impacts for the bypass preliminary alignments.

Upon completion of Annette Mills' opening comments, Tom Lacy then provided an overview of the project study including the location of bypass corridors, alignments, and past public involvement events. The handout for the November 5 & 6, 1997 informational meeting was explained in regard to the proposed future study area and corridor combinations under consideration. Extra copies of the informational meeting handout were provided. In addition, the informational meeting aerial exhibit showing the future study area, preliminary alignments, and potential interchange locations was also available at the meeting for public review. It was stressed that alignment location, as shown on the exhibit, is subject to change upon further detailed study. Upon providing an overview of the project study, Tom elaborated on the following topics:

Freeway vs. Expressway Designation

An explanation and example of a freeway and expressway roadway was first provided. Access to a freeway is via interchanges only such as on interstate routes. An expressway has at-grade intersections with sideroads and also direct access for single residential property. An expressway example is U.S. Route 67 from Macomb to Monmouth. The freeway designation will provide controlled access points at interchanges which are safer for access than expressway at-grade intersections. Tom explained the disadvantage of an expressway with at-grade intersection in regard to the possibility of traffic signal installation as a result of increased accidents. A build up of development at expressway intersections could also increase traffic on city local road connections which could negatively affect traffic flow and safety. These roads would need to be upgraded at the City's cost. On February 16, 1998, a resolution supporting a freeway designation was made by the Macomb City Council. The City of Macomb prefers the freeway designation in order to better control development and resultant city expenditures on local road improvements.

In regard to interchange locations for a freeway facility, the preliminary alignments map as used at the informational meeting was used to identify the location in relation to preliminary alignments. The number of interchanges for each study corridor and degree of difficulty to construct was also discussed. The south and northeast bypass combination would require five interchanges whereas the northwest and northeast bypass combination would require three interchanges.

Several questions were raised in regard to safety on St. Francis Blacktop as a result of an interchange connection to a south bypass. Tom responded that impacts to the local road system in regard to increased traffic, safety, geometrics, and pavement structure are considered as part of the selection process of a bypass location. Traffic surveys as performed by IDOT have indicated that some traffic would be diverted from existing U.S. Route 136 and use the south bypass and exit at the St. Francis Blacktop into Macomb.

In regard to Grant Street in the south quadrant, it was pointed out that Grant Street would not be connected to the freeway designated south bypass alignment. This would result in adverse travel to the hospital on Grant Street for U.S. Route 67 traffic south of Macomb. Using a northwest and northeast bypass combination, an at-grade intersection of Grant Street to U.S. Route 67 could be provided because U.S. 67 south of the U.S. 136 interchange would be designated as an expressway.

In regard to cost, it was mentioned that the south quadrant would have the highest added cost to upgrade from an expressway to a freeway due to more sideroad crossings and frontage roads.

Local Road Impacts

Tom first mentioned the following number of local roads in each study corridor which intersect the bypass alignment: Northwest = 5, Northeast = 3, South = 7 + one required road closure at the interchange with IL 336. Several questions were asked in regard to access at local roads which intersect the bypass alignment. It was explained that each local road connection is analyzed in regard to access, impacts, traffic, cost, and adverse travel to determine the proposed sideroad treatment consisting of either an overpass or road closure. Any proposed road closures will be presented at a public hearing for comment.

Origin-Destination Survey and Results

Tom Lacy presented an overview of the origin-destination survey in which traffic into Macomb was surveyed to determine traffic patterns and the optimal location of a bypass to serve traffic needs. Diversion of traffic off existing U.S. 136/U.S. 67 in Macomb to the bypass corridors was compared in relation to the NW, NE and South study corridors. Preliminary analysis indicates the NW and NE bypass combination would divert the most traffic off existing U.S. 136/U.S. 67 in Macomb.

Several questions pertained to additional traffic on such streets as St. Francis Blacktop and increased truck traffic. Annette responded that a new 4-lane expressway tends to draw more truck traffic because of reduced travel time.

Environmental/Engineering Design Impacts

Tom briefly described some of the impacts for the northwest, northeast and south bypass locations. The northeast quadrant appears to have the least overall preliminary impacts. Both the northwest and south quadrants have potential residential impacts. In comparing the northwest and south quadrants, it appears environmental issues are more predominant in the northwest quadrant and agricultural impacts are more predominant in the south quadrant. A cost estimate of the alternate alignments will not be performed until aerial survey data is received in the early summer of 1998. In regard to alignment length, the south bypass is approximately 3 miles longer in length than the northwest or northeast bypass.

The concern of increased noise as a result of the bypass was voiced by several property owners. Paula Green of IDOT explained that as part of the study process in evaluating alignment location, technical analysis is performed which addresses noise impacts. A Technical Report on Noise Analysis is required as part of the Macomb Bypass Study. The report will involve the analysis of existing and projected noise levels, identifying and evaluating sensitive areas, and determining if noise abatement measures are required. Paula explained decibel levels used in noise analysis as well as corresponding examples for a particular decibel level. Specific questions in regard to the noise level for a particular distance from an alignment would not be answered at this time because the alignment location is subject to revision within the future study area limits.

General Discussion Items

Several questions were asked in regard to the schedule and funding for the Macomb Bypass Study. Annette Mills explained that the study is currently in the early stages of project development and contract plan preparation, land acquisition, and construction is presently not funded. By using examples from other projects, the point was made that the time line from project initiation to construction can be very long.

Another area of concern was right of way acquisition. Annette explained the land acquisition process and added that pamphlets are available upon request which explain the process. Acquisition of property and structures is compensated at the fair market value. Any damages to the remainder of the property as a result of land acquisition is also considered. The determination of a preferred bypass location will help the community and counties to plan for future development. At this time no corridor protection is planned. The land acquisition process and payment of acquired right of way would not begin until contract plan preparation, which is not currently funded.

Upon answering questions to the group, the structured portion of the meeting was adjourned and property owners were invited to view the aerial exhibit used at the November 5 & 6, 1997 informational meeting.

TAL/pc/s:\mgr2\w\word\std&pin\lacy\misc\minutes2

ATTENDANCE SHEET

PROJECT: MACOMB AREA STUDY
JOB NO: P-94-152-91

MEETING PURPOSE: *HIDDEN HILLS SUBDIVISION ASSOCIATION*
Coordination meeting with
& SCOTLAND GLEN SUBDIVISION

DATE: March 12, 1998 - 3:00 pm

	NAME	Address REPRESENTING	PHONE #
1	<i>PEARL THOMPSON</i>	<i>30 ELMO DR</i>	<i>833-2438</i>
2	<i>Michael L. Sapore</i>	<i>1209 Thomas St.</i>	<i>837-4969</i>
3	<i>Gecky Tillman</i>	<i>8310 N 9th - Colchester</i>	<i>776-3589</i>
4	<i>DJ Tillman</i>	<i>8310 N 9th Colchester</i>	<i>776-7584</i>
5	<i>Joyce & William England</i>	<i>12942 N 1050 R Macomb</i>	<i>833-5897</i>
6	<i>Patricia D.D.</i>	<i>712 E. Franklin Macomb / 1200 E</i>	<i>837-9312</i>
A-66	<i>Taan Plassman</i>	<i>1200 E.</i>	<i>833-2747</i>
7	<i>Tom Plassman Trust</i>	<i>1200 E.</i>	<i>"</i>
8	<i>Ron Rigdon</i>	<i>10949 N 1000th Rd</i>	<i>836-3108</i>
9	<i>Vivian Henderson</i>	<i>14245 N 1050 N</i>	<i>837-3463</i>
10	<i>Richard Rosh</i>	<i>38 Richard</i>	<i>836-7441</i>
11	<i>Judith Olson</i>	<i>1 Marty Lane</i>	<i>837-7410</i>
12	<i>Janet Olson</i>	<i>950 E J</i>	
13	<i>Ned Hall</i>	<i>20 Richard</i>	<i>833-4822</i>
14	<i>Maurie Hall</i>	<i>" "</i>	<i>"</i>
15			
16			
17			
18			
19			
20			

s:/gen/123r5w/std&pins/squad9/attend5.wk1

ATTENDANCE SHEET

PROJECT: MACOMB AREA STUDY
JOB NO: P-94-152-91

MEETING PURPOSE:
Coordination meeting with Macomb Hidden Hills Home Owners Association
& SCOTLAND GLEN

DATE: March 12, 1998 - 5:00 pm

	NAME	Address REPRESENTING	PHONE #
1	<i>Et & Kathy Jeffries</i>	<i>Self</i>	<i>837-3150</i>
2	<i>Richard & Joyce Hart</i>	<i>Self</i>	<i>837-1318</i>
3	<i>Cornel & Lorraine</i>	<i>Self</i>	<i>837-3256</i>
4	<i>Arnold & Lorraine</i>	<i>"</i>	<i>"</i>
5	<i>Wayne & Peggy Windsor</i>	<i>"</i>	<i>837-3458</i>
6	<i>John & Mary Beaver</i>	<i>12144 N 1050th Rd</i>	<i>837-4865</i>
*7	<i>Tracy & Leo Manning</i>	<i>12144 N 1050th Rd</i>	<i>837-2091</i>
8	<i>Janis Stewart</i>	<i>15 ELMO Macomb II</i>	<i>836-6011</i>
*9	<i>Craig & Donna Lant</i>	<i>1225 E. Thomas Macomb</i>	<i>837-1820</i>
10	<i>Virginia Diehl</i>	<i>"</i>	<i>831-4286</i>
11	<i>Cathy Farly</i>	<i>"</i>	<i>837-4286</i>
12	<i>RICH METZGER</i>	<i>- -</i>	<i>836 2710</i>
13	<i>John Carlson</i>	<i>"</i>	<i>827-1794</i>
14	<i>Angela Ferree</i>	<i>18 Richard St.</i>	<i>837-6271</i>
15	<i>Cheryl Cullen</i>	<i>13525 N 1050th</i>	<i>837-1794</i>
16	<i>11 B/M</i>	<i>13 M Macomb</i>	<i>833-2644</i>
17	<i>Ernest Caldwell</i>	<i>12144 N 1050th Rd *</i>	<i>836-8575</i>
18	<i>Wolfgang Olson</i>	<i>1 Marty Lane Macomb</i>	<i>837-7410</i>
19	<i>David & Dorothy Rothermann</i>	<i>1317 Carolbeth Ave Macomb</i>	<i>837-6273</i>
20			

s:/gen/123r5w/std&pins/squad9/attend5.wk1

ATTENDANCE SHEET

PROJECT: MACOMB AREA STUDY
JOB NO: P-94-152-91

MEETING PURPOSE:
Coordination meeting with Macomb Hidden Hills Home Owners Association
§ SCOTLAND GLEN

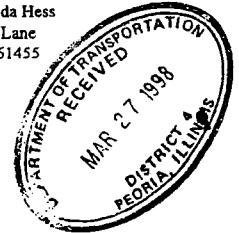
DATE: March 12, 1998 - 5:00 pm

IL 336/Macomb Study
Clark ☒
Anderson, P. ☒
Lacy ☒
Green ☒
Abbott ☒
Williams, L. ☒

David and Linda Hess
143 Harmony Lane
Macomb, IL. 61455

March 12, 1998

Attn.: Annette Mills, Chief Engineer, District 4
Illinois Department of Transportation
401 Main Street
Peoria, IL. 61602-1111



Dear Ms. Mills:

My wife and I are writing in response to the contemplated selection of a bypass route around Macomb to Route 67.

We understand that the particular southern route option, S-4, is the major one being supported by Macomb City at this time, and this would also be our choice.

- (1). It appears to be the route farthest away from housing developments.
- (2). Unlike options S-1 and S-2, it does not impinge on the residences along Twp. Road 219-1250N.

We certainly hope that option S-4 could be "fine-tuned" to avoid rural residences insofar as is possible from cost and engineering viewpoints. Also, by straddling property boundaries it might minimize land loss by any particular owner and perhaps reduce access problems to land. We also would hope that fair recompense would be given by the state to all affected owners.

We are quite opposed to the southern route S-3 option - which we do understand is presently considered unfeasible - for the following reasons:

- (1). It would adversely affect a large number of families and subdivisions, including residences south of Baconwoods; along Harmony Lane; at Churchill Subdivision; Scotland Glen; and Hidden Hills. Some parts of the Churchill and Harmony Lane areas would be directly impacted by the By-Pass or by an Interchange if it were to be moved northward on S. Johnson Street (St. Francis Blacktop or 1200E). Many retirees and families with modest income live in those areas which would be most affected by an S-3 option and could least afford the decrease in property values which would be almost inevitable.
- (2). Any interchange on South Johnson, but especially at a more northern site (S-3) would add a very large traffic volume to present commuter traffic and Macomb High School traffic, especially in early morning, noon, or late afternoon hours. Macomb High School would only be about half a mile away and a nearby interchange could entice some senior class drivers to speed on the By-pass during the noon hour.

NAME	Address	PHONE #
1 Tom Lacy	IDOT - DISTRICT 4	671-3462
2 David Hess	26 Elms Dr, Macomb 61455	837-5201
*3 Frank Smith	Scotts Glen	833-3956
4 Roger Smith	Self	836-2007
5 Steve Gyley	Self	833-3726
6 Robert D. Gault	Self	837-6305
*7 Mac Lee Henderson	Self 314 S. Randolph, 61455	833-2505
8 Delores Blumenthal	Self	833-4204
9 Darin Blumenthal	Self	833-4204
*10 Roger Rouse *	Self	837-2347 *
11 David Miller	Self	837-2525
12 Marilyn Woodard	"	836-8087
13 Robert Blumenthal	Self	833-5730
14 Bob Blumenthal	Self	833-5730
15 Karen Kusan	Self	837-4369
16 Tom & Linda Cummings	Self	837-5296
17 Susan Corbin	Self	837-3811
*18 Carolyn Halligan	Self 9450 E. 1200th Macomb	837-2001
19 MARTHA KLEMS	Self	833-5015
20 Jackie McComick	Self	837-9495

- (3). Drainage problems exist along this part of S. Johnson, rendering construction more difficult, and the end results would almost certainly be a concern for residents nearby.
- (4). S-3 would go just north of Horn Lodge Campus, an important natural and recreational area. This is a forest refuge for scarce migrant and breeding Neotropical birds in the Macomb area, and could suffer disturbance.

The northwest route has some advantages - a shorter line to Chicago; closeness to most lodging facilities; and proximity to Argyle Lake State Park and Spring Lake City Park and Western Illinois University. However, there are also many disadvantages. First, some proposed NW options might be too close to Spring Lake and disturb birdlife and wildlife there. Second, some options would pass quite close to Georgetown, Meadowbrook, Country Estates and Spring Lake developments and directly affect many properties between Macomb and Colchester midway along Route 136. Third, some natural forest and wetland areas in the La Moine River Basin could be adversely affected. Fourth, it would direct some traffic and potential customers away from the east end of Macomb. Fifth, with extra bridge construction, it could be more expensive.

In summary, we strongly support the S-4 By-Pass option, strongly oppose the S-3 By-Pass option and are more neutral on the northwest option, but somewhat opposed to it.

Sincerely yours,

David and Linda Hess

David and Linda Hess

c: Bob Morris, City Administrator, 522 S. Randolph, Macomb
Thomas Carper, Mayor of Macomb, 620 W. Piper, Macomb
John Maguire, 3rd Ward Alderman, 1132 Memorial Drive, Macomb
Tom Schneider, 4th Ward Alderman, 1407 Stacy Lane, Macomb
Sheilah Dye, Macomb Chamber of Commerce



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

April 3, 1998

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00

David & Linda Hess
143 Harmony Lane
Macomb, IL 61455

Dear Mr. & Mrs. Hess:

Thank you for your March 12, 1998 letter regarding the Macomb Bypass Study. In your letter you expressed opposition to the S-3 alternate. This alternate alignment was shown to be dropped from further consideration at the November 5 & 6, 1998 informational meeting in Macomb. Attached for your reference is a copy of the informational meeting handout which explains the project study as well as the project schedule. The future study area, as shown shaded yellow in the informational meeting handout, will be analyzed for each bypass location in regard to input from the public and elected officials, environmental factors, agricultural impacts, geometrics, cost, traffic, residential and local road impacts, noise, access, and other associated impacts. Upon completion of analyzing all impacts, a preferred alignment location for the bypass will be selected. The bypass locations being considered are a northeast and northwest combination or a northeast and south combination. A public hearing tentatively scheduled in late summer of 1999 will be conducted to receive further public input on the preferred alignment location.

In your letter you also mentioned several impacts that you felt should be considered in determining alignment location. Your input is helpful along with study information in identifying and minimizing overall impacts in the process of determining the preferred alignment location.

Thank you for your interest in proposed highway improvements in McDonough County. If you should have any further comments, please contact Tom Lacy at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

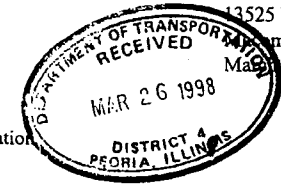
By: A. C. Mills
A. C. Mills
Program Development Engineer

TAL/pc/s:\mgr2\winword\std&plns\lacy\letters\tall0061

cc: A.C.M.
Project File (T. Lacy)
Parsons Brinckerhoff (Attn: W. Trachsel)

A-69

District 4 Engineers
Illinois Department of Transportation
401 Main Street
Peoria, IL 61602-1111



13525 North 1050th Road
Macomb, IL 61455
March 24, 1998

Dear District Engineers:

We are opposed to the proposed southern route of the Macomb Area Bypass. We believe that those traveling north and south would be better served by a northwest bypass around Macomb. Also, logically, one important function of such a bypass should be to relieve the traffic congestion to the west of Macomb when people come to work at Western Illinois University. The northwest bypass would alleviate much of this problem as it would pass much closer to WIU.

A major unanswered issue in Macomb is whether or not Spring Lake will need to be expanded. A major selling point of the lake expansion project was the recreation and tourism that it would bring to Macomb. If Spring Lake is ever expanded, the recreation and tourism associated with it would be greatly enhanced by having a major thoroughfare close to the lake; the northwest bypass would create this.

The northwest bypass would also be able to utilize some of the land already owned by the city of Macomb, and thus not currently taxed. The southern route would be through prime farm ground which would significantly reduce the tax base in McDonough County. The recent passage of PTEL shows the feelings of McDonough County residents for higher taxes, and higher taxes would certainly result if the land base is reduced. Also, the county would be responsible for the maintenance of the South Johnson (St. Francis Blacktop) access road into Macomb.

We do not believe the southern access to Macomb would be good for the city. It would create increased traffic by the Macomb Junior/Senior High School and MacArthur Early Childhood Center. Also, by not having an interchange on Grant St., there is not easy access to the hospital. The northwest bypass route is a shorter route by three miles, giving faster service to motorists and requiring less land acquisition. It is rumored that some proponents of the southern bypass favor it because they feel it will increase business in Macomb, yet the reason for a bypass is so that motorists do not have to drive through downtown Macomb. One of the reasons that Macomb favored against a bypass when Highway 67 was first expanded was so that traffic would not be diverted from downtown.

We urge you to endorse the northwest bypass route as an alternative to the southern route – or better yet, consider only a northeast bypass, which in itself would accomplish the task of connecting Highways 67 and 136.

Respectfully submitted,

John Carlson

John Carlson

Colleen Carlson
Colleen Carlson

IL 336/Macomb Study
Clark _____
Anderson, R. _____
Lacy _____
Green _____
Abbott _____
Williams, L. _____



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

April 1, 1998

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00

John & Colleen Carlson
13525 North 1050th Rd.
Macomb, IL 61455

Dear Mr. & Mrs. Carlson:

Thank you for your March 24, 1998 letter regarding the Macomb Bypass Study. In your letter you mentioned concerns in regard to the impact on traffic flow and safety on St. Francis Blacktop which would be connected to a south bypass alignment. Traffic impacts on both the bypass and local road system are an integral part of evaluating the location of alignment alternates. As part of the Macomb Bypass Study, an origin-destination survey was performed to determine the volume and movement of traffic in the Macomb area in relation to the bypass location. The potential increase in traffic on local roads, such as St. Francis Blacktop, along with associated impacts is a factor which is considered in the selection process of a bypass location. You also mentioned agricultural impacts for a south bypass as well as what you felt were positive aspects of a northwest bypass. Your letter, along with study information, is helpful in fully identifying the potential impacts.

Currently, bypass alternates in the northwest, northeast, and southern quadrants around Macomb are being evaluated in further detail in regard to public input, environmental factors, geometrics, cost, traffic, and other associated impacts. Upon completion of analyzing all impacts, a preferred alignment location for the bypass will be selected. A public hearing tentatively scheduled in late summer of 1999 will be conducted to receive further public input on the preferred alignment location.

Page 2

Thank you for your interest in proposed highway improvements in McDonough County. If you should have any further comments, please contact Tom Lacy at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

By: A. C. Mills
A. C. Mills
Program Development Engineer

TAL/pc/s:\ngr2\winword\std&plns\lacy\letters\lail0060

cc: A.C.M.
Project File (T. Lacy)
Parsons Brinckerhoff (Attn: W. Trachsel)

A-70